



The



World.



PRICE ONE CENT.

NEW YORK, TUESDAY, FEBRUARY 12, 1906.

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# NIGHT EDITION GASCOGNE AT HER PIER.

## An Immense Crowd Welcomed the Belated Passengers at Her Dock.

### CAPTAIN'S OFFICIAL STATEMENT.

#### Chief Engineer Martin Tells in Detail the Story of the Breaking Down of the Machinery.

#### CENTRAL PISTON ROD CARRIED AWAY.

#### The Ship Made Very Good Weather of It Despite Her Crippled Condition.

It was just 11:43 o'clock to-day when the French line steamship La Gascoigne was finally moored to her pier, seven days and forty-three minutes from the time of her departure from Havre.

The delighted passengers immediately began to disembark, and as they came down the long gangplank they were greeted with open arms and vociferous cheers.

The pier was packed with an enthusiastic crowd, and the overflow of anxious friends and sightseers extended far up and down West street, obstructing traffic for blocks.

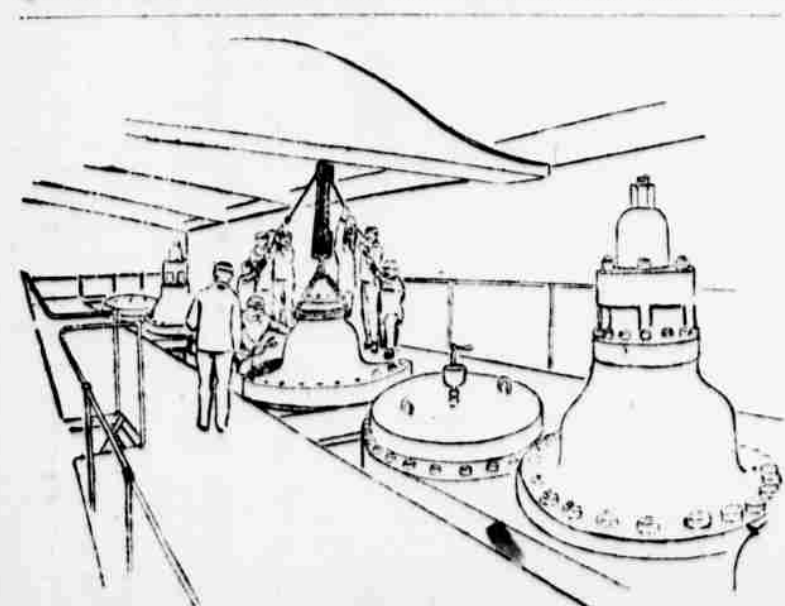


**CROWD OUTSIDE THE PIER DOORS.**  
All were reported well on board and no deaths occurred during the passage.

#### THE CAPTAIN'S STATEMENT.

First Official Utterances of La Gascoigne's Commander.  
When General Agent Forget, of the French line, stepped aboard the Gascoigne at Quarantine this morning, he was met on the steamer's deck by Capt. Baudelon, who handed him the following written statement, which is the first that the Captain has made since the Gascoigne arrived in port:

"ON BOARD LA GASCOIGNE, Feb. 11  
A. FORGET, ESQ.  
"On the third day of our voyage we broke the piston rod. We isolated one of the cylinders, and continued on our voyage with a speed of eleven knots, but



In the Engine-Room This Morning.

playing a United States flag with the union down, showing that she was in distress.

"We ran quite close to her and stopped, but soon found that she had been abandoned by the crew, for not a soul was on board. She was badly water-logged, so we went on. The name of the vessel was the George Brandt, of Bath, Me."

#### BAUDELON SPINS HIS YARN.

In His Native Tongue He Tells of La Gascoigne's Perilous Trip.  
Capt. Baudelon, commander of La Gascoigne, was interviewed by forty reporters in the smoking-room on his gallant ship this afternoon. He speaks no English, though it is agreed he's a right good captain, too, and M. Eugene Thibaut, Consul-General at this port, performed the duty of interpreter.

The captain was translated as follows: "Left Havre Jan. 26, at 10:30 A. M. Jan. 27, at 7:30 A. M., met La Normandie going east. On the 28th there was nothing of importance. The weather was fair.

"On the 29th there was a good south

with a good breeze and barometer at 30, and at 10 in the morning we sighted a steamer, an Irish liner, bound west.

"We signalled to her to give the news to New York that the machinery of La Gascoigne was damaged, but that no help was needed.

"At 5 o'clock in the afternoon we sighted a four-masted schooner, abandoned by the crew, at latitude 43° 22' and longitude 69° 30' Greenwich. The name of the schooner was George A. McFadden, of Bath, Me.

"On Feb. 11 we had fair weather and were with a good northwest breeze, barometer 30.2.

"At 8:30 o'clock we signalled to Fire Island. We have since heard that they saw us at Fire Island before we signalled.

"At 11:15 we anchored at Scotland Lightship.

"No one was ill during the voyage, and the passengers behaved with commendable courage and calm through all our troubles."

#### CHIEF ENGINEER'S STORY.

His Statement Interpreted for "The Evening World."

Adolph Martin, the chief engineer of La Gascoigne, is a stout, middle-aged man with white side whiskers. Mr. For-



Chief Engineer Martin--two pictures--Coming Down the Gang Plank and in Repose.

get said he had been with the Company for thirty-two years, and had been a chief engineer for fifteen years.

He cannot speak English, but explained in French, while Mr. Forget interpreted for him, that although he had no English, he was a good engineer, and that the accident to the machinery was the result of a piston rod being carried away.

"The new quadruple-expansion engine of La Gascoigne," he said, "has three cylinders, and the piston of the central, or largest cylinder, which broke.

"This was much more serious than either of the other pistons had been broken.

"It stopped the machinery at once, and we were at work eighteen hours before we could get the engine in proper shape to set it in operation again.

"This was accomplished by simply disconnecting the central cylinder from the others, and then starting the remaining cylinders independently of the one which was broken.

"The piston rod broke right in the center of the cylinder, where we could not get at it to repair it, and about mid-way between the crank and the piston.

"An examination showed that the break was caused by a flaw in the steel, the engine not having been before put to such a strain.

"The weather was not heavy at that time, but it was quite rough. We had an extra part on board with which to replace the broken piston, but it was impossible to repair it at sea, so we simply disconnected that cylinder and went on.

"This occurred on Jan. 28. Four days later, it was found that the extra work which had been put upon the other two cylinders had heated the bearings of the crank shaft to such a degree that we were obliged to stop, and again on Feb. 4 and 5, when we were met by the storm, the same trouble occurred, and we were obliged to replace the old bear-



NEPTUNE'S VALENTINE TO MISS MANHATTAN.

ings with new ones, because they had become so much worn.

"This took us more than forty hours, during which time we lay and rolled in the trough of the sea, and drifted aimlessly about.

"Finally when the repairs were completed we started westward again, but were far out of our course."

Chief Engineer Martin said that at no time did he feel that the ship was in any real danger from the accident.

"The bad weather and head winds delayed us more than the broken piston," he said, "and the severe weather which we encountered after Feb. 5 made it necessary for us to run very slowly in order to take the strain off the crippled engine."

The registered motive power of the

eight knots, and there were times when it was even less than that.

It will cost \$5,000 to repair the machinery, and the work will take five days. La Gascoigne will sail a week from to-morrow.

"I want to say," said Agent Forget, "that I appreciate very much the consideration with which the Company has been treated by the press when the prospects of La Gascoigne's safe arrival in port were more than poor."

#### TALKS WITH PASSENGERS.

They Gleaned at the Delay, but There Was No Panic.

E. R. Goodman, of this city, who was one of the first cabin passengers on La Gascoigne, said to an "Evening World" reporter this morning:

"When we met with the accident to the engine on the third day out from Havre, I don't think any one on board felt the slightest fear or anxiety as to the safety of the ship.

In fact, no one knew for a long time what the matter was, and when the ship had come to a standstill the weather was comparatively mild and the sea calm.

"There was only a little kicking about the delay, but that time there was every indication of a quick passage, and we all hoped to reach New York by the following Saturday night.

"When the storm first struck us every one made a rush for the bar-room. That was really the most comfortable place on board for the rest of the voyage.

"Not the slightest corner of supplies giving out. There was enough stock on hand to keep a fashionable club running for a week, and their statement was quite correct."

Max Koenigsberg, who could only talk French, though his name looks Teutonic, said he had enjoyed himself all the voyage, though he objected somewhat

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He said he was coming to this country to look into and study our industrial system, with special reference to the Gray Laundry Works, and that he was going back to start a similar establishment in Paris.

Miss McLanahan, a bright, pretty and vivacious young lady, did not seem to be a bit shaken up by her stormy experience. She was travelling with her sister, and their statement was quite correct.

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A moment afterwards the engines stopped, and we all hurried out to see what had happened. The officers and crew were always very polite, would not tell us anything at first.

"After we were told me the ship had stopped so that they could clean out the smoke stacks, and another said it was to give the passengers a chance to eat their breakfast, and all sorts of ridiculous answers were made to our questions."

"At last we found out that something was the matter with the machinery, but Capt. Baudelon said it was nothing very serious, and that we would soon be going on our way again. The only time we were alarmed in the slightest degree, they only became frightened when we ran into that terrible hurricane and the waves made the ship roll so that no one could stand. During the long stop which was made on Tuesday and Wednesday last a good many of the people thought that the ship was going to founder and made themselves very miserable, but I wasn't the least bit afraid."

"So many of the people kept to their beds and staterooms that it was really very dull on board for the rest of the voyage. Poor things! I suppose they were seasick."

Purser J. J. J. and Doctor Gervais, of the Gascoigne's officers, were both interviewed by the newspaper men, and seemed to take a very calm view of the matter, which has been arousing the most intense curiosity on both sides of the Atlantic for a week past.

"I never regarded the situation as serious," said J. J. J., "and I think it was our course while repairing the damage to the machinery, that we did not meet any vessels which might take the news to our friends that we were all right."

"I think that it is the way most of us about La Gascoigne felt about it. Certainly none of the officers ever acted in a manner that would give us the slightest ground for anxiety. Capt. Baudelon was continually reassuring us, and I do not think any one was very badly frightened."

We were all of us glad enough to see land yesterday afternoon, and there was great cheering aboard when it was announced that Fire Island had been sighted. Everybody wanted to go out and take a look at land, although a cold bitter gale was blowing.

"Any striking incident," queried Mr. Jaquin, another cabin passenger, "Well, I should think a really broke my skull one night as I was getting into my berth, when the ship gave a tremendous lurch."

"One of the most unpleasant features of the trip was that we had to stop our poker game for two days during the worst of the storm."

Members of the Club laid up?" was asked.

"Oh, no; but we couldn't keep the chips on the table and they were going so mixed up all the time that we finally decided to postpone the game for another day."

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